

TABLE 9.5.7: LOCATION OF MAJOR PARKING PLACES IN UDAIPUR CITY

1	Patel Chowk to Choraha	1600	291
	Udaipol Choraha to Surajpol Choraha	530	158
	Surajpol Choraha to Town hall Entry	460	55
	Town hall Entry to Delhi Gate	370	115
	Delhi Gate to Hathipol Choraha	760	238
6	Hathipol Choraha to Chetak Circle	500	141
	Delhi Gate to Durajpol (Bapu Bazar)	660	315

Source: Traffic Management Plan, Udaipur

9.5.15 Traffic and Transport Safety

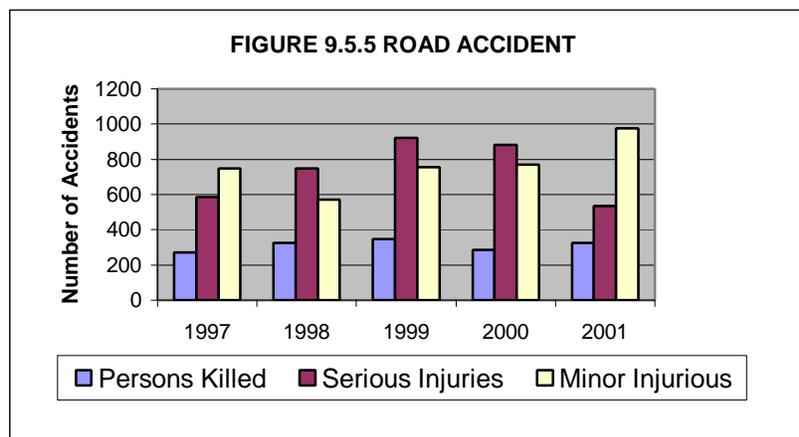
Transport safety is an important component of traffic and transportation mechanism. During the analysis of accident data it was found that accidents occur especially along major corridors and at major junctions where roads meet national highway or bypass. Heavy commercial vehicles are involved in most of the accidents. The accident rate has come down marginally due to construction of bypass.

On accounting of inadequate training and education maximum persons are killed and injured in accidents with involvement of trucks followed by cars/jeep/taxi and buses.

TABLE 9.5.8: MODE WISE ACCIDENT TREND IN UDAIPUR

	494	125	0	231	58	149	85	1142
	475	150	8	266	32	151	73	1155
	491	181	33	278	35	142	46	1206
	417	171	32	326	32	164	74	1216
	311	261	31	307	12	140	155	1217

FIGURE 9.5.5: ROAD ACCIDENTS



Major accident points inside the city are Sewashram, Pratap Nagar bypass, Paras cinema, Kailash puri, Sukher, Bhuwana Village and Chirta.

Map 9.5.3: Parking Spaces

9.5.16 Issues

Under developed road network

Old city doesn't have well developed road network, considering present situation of high traffic levels along with the fact that these roads are extremely narrow and Zig-Zag. Irregular development of city has resulted in roads being constructed in unplanned fashion, resulting in incomplete links to major roads. This has resulted to bottlenecks along major roads as they near a junction. Due to absence of links, citizens of Udaipur are also forced to travel extra distance in order to reach locations, which are otherwise very near.

V/C Ratio of Roads

A large numbers of roads are already operating beyond their carrying capacity. If it is not taken care of majority of city main roads would be come dumps for vehicles (negligible or no movement).

Lack of Parking at commercial, institutional, and tourist areas

Parking has become a major problem particularly in old city. Blocked streets due to parking is virtually choking the old city to death. Commercial areas in high density zones of city don't have adequate parking facilities resulting in spillovers to streets, thus adversely affecting through traffic.

Large numbers of parking lots are encroached by informal activities and are also being used as solid waste dumps.

Tourist spots like Fatehsagar boating point, Public Gardens, and marriage halls/plots etc. are rapidly growing and are proving as a menace on account of traffic congestion due to inadequate facilities for parking.

improper junction design

Road and junction development has also taken place in a very irregular fashion. Majority of junctions have not been properly designed, adding to congestion and incidences of accident. Few road intersections are controlled junctions as stated earliar. Moreover due to lack of awareness and improper design people mostly disregard traffic lights are traffic police personnel are invariably not present at site.

Stray Cattle, animals

The stray cattle accountfor a major reason fortraffic congestion on city roads, and give rise to accidents. Straying of cattle on city roads is a very common feature and a major cause for traffic hazards.

Encroachment by shops (formal/ informal)

Encroachment of roads and footpath has come across as a major problem in smooth flow of traffic. People have encroached upon ROW by construction of various type of structures. Shopkeepers use the footpaths for advertising, displaying their products etc.

Pedestrian System

There is an absence of a safe and comprehensive system of pathways exposing pedestrians to risks. It also creates pedestrian-vehicular conflict zones in almost all stretches of major arterial and sub-arterial roads of the city.

Light poles, transformers, hand-pumps, and trees on the footpaths also create a major hindrance for pedestrians. Bare live wires are a persistent risk for pedestrians along these roads.

9.5.16.8 Absence of mass transportation:

There is a lack of good and reliable public transport system in Udaipur city. Mainly 3 modes namely private bus, auto rickshaws and Shared Auto (Tempo) cater to needs of people. Mini buses run by private operators do not have any fixed schedule and are not reliable.

Shared Autos have well identified spots (stands) for loading and off-loading passengers, still they stop anywhere and everywhere for potential passengers. More over in order to maximize profits and also due to lack of fleet size these can be frequently seen carrying more passengers than their capacity.

Truck traffic from centre of city

Udaipur falls on junction of NH8 and NH76. This has led to large amount of traffic (especially trucks and busses entering right into the heart of city. This is a major reason of traffic congestion. Development of new bypass has relieved the city to a considerable extent; still existence of wholesale markets within the heart of the city (which were according to earlier plan outside walled city) attracts a substantial volume of truck traffic into city for different purposes.

9.5.16.10 Vehicle Growth

Rapid growth of vehicles has been observed in city and in absence of a good mass public transportation system this is bound to increase exponentially in years ahead.

Accident Zones

Majority of junctions happen to be accident-prone zones due to improper design, flouting of

rules by road users and haphazard growth of structures affecting the sight distance.

9.6 STREET LIGHTING

Providing and maintaining of streetlights is an obligatory function of Udaipur Municipal Council. The electricity department of UMC is responsible for installation, replacement, repairs, operation and maintenance of streetlights in the city.

There are about 20153 street light poles in the city. Considering a total road length of about 822 km in UMC limits, the average spacing works out to be about 40.79m, which is a little beyond standard norms of 30m. However there still is a big scope of improvement to properly illuminate the streets. The following table gives the details of various types of streetlights existing in the city.

TABLE 9.6.1: TYPES AND NO. OF STREET LIGHTS IN UDAIPUR

	High Mast Lamps	3	Chetak Circle, Delhi Gate, Udiyapol
	Mercury Vapour Lamps	200	Only in Parks
	Sodium Vapour Lamps	2950	All Divided Roads @ 30 m C/C
	Tube Lights	17000	All other roads

Source: Electricity department UMC.

Considering the above figure, it can be concluded that city roads need additional streetlights . More over in view of an additional road length of about 140 km being proposed in the Transport Master Plan, it is expected that an addition 4700 street lights would be required by the year, 2021. At the same time, replacing existing tube lights with sodium vapor lamps also needs to be considered. Moreover Transport Master Plan has proposed development of at least 34 new junctions out of which at least 20 junctions can be considered for being provided with high mast lamps.

9.6.1 Key Issues

- ?? It will be desirable that UMC takes steps to address the following issues: -
- ?? Improve functioning of existing streetlights by proper maintenace and operation
- ?? Provide additional street lights on areas/zones which lack facility in this respect.
- ?? Adopt automatic switch for operation of streetlights
- ?? Explore possibility of solar energy as a source of electricity for street lights.

9.7 FIRE SERVICES

Fire service in any city are a very important part and have one of the most important role-play in disaster management, preparedness and services for any city, and so is the case with Udaipur. In spite of its importance it is one of the most neglected sectors of urban services, in Udaipur, as in most cities of India.

Fire services norms for any city of size of Udaipur is to provide 1 fire tender for every 10000 people of city. This however is not the case with Udaipur. Area of jurisdiction of Udaipur Fire Services is UMC Limits however they are actually working and providing for services for an area much larger to that. It is important to note that Udaipur having a population of 389428 (UMC) in 2001 is having the following for its fire services.



TABLE 9.7.1 FIRE TENDER DETAILS

	Type of fire tender	
	Water tenders	4
	Water/ Foam tenders	1
	Rescue/ Emergency tenders	Nil
	Fire Fighter	Nil
	Mini Fire Fighter	Nil

	Hydraulic Platform	Nil
	Portable Pump	Nil
	Trailer Pumps	Nil

TABLE 9.7.2 OTHER EQUIPMENTS:

TABLE 9.7.3 BURNOUT AND LOSSES

	Fire Accidents	285	228	209	276	231
	Groundings	-	-	-	-	-
	Building Collapses	-	-	-	-	-
	Deaths (Humans)	2	-	4	-	-
	Deaths (Animals)	4	-	9	-	-
	Others	-	-	-	-	-
	Estimated Loss (Rs)	5,79,88,501	6,85,06,910	47,48,450	1,03,65,000	1,03,99,800

In case of inadequacy of local body to provide adequate or timely fire services for a mishap,

fire tenders from Airport, Hindustan Zinc Limited and other Industries are called for services, and vice versa.

Udaipur is a town of 10-15 km size (max. distance from one point to another, hence it should take about 4 to 5 minutes for fire service to reach from any point of location to site of burnout. However due to congestion on roads, lack of public awareness and civic sense, it takes up to 10 minutes to reach the same location even in case of emergency. More over, there is a large no. of areas in old city wards where in case of a burnout, it is extremely difficult for fire tender to access the site.

In addition to above there is only one fire station to serve Udaipur. Whereas there is a requirement of at least 10 more fire stations spread across the city in present scenario.